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March 15.

Grand Banks of Newfoundland; to ascertain and determine, by practical experiments and otherwise, the best means that can be employed to induce and create a deposit upon the said Grand Banks of the sand and other sediment which is carried by the Labrador current; the effect of such obstruction—first, in preventing the encroachment of icebergs and fogs upon the course travelled by transatlantic steamships; second, the effect upon the Gulf Stream and other ocean currents; third, the effect upon the climate of countries in the northern hemisphere on both sides of the Atlantic ocean; fourth, the probable effects upon the fogs of the coasts of the United States, Canada, the British Isles and upon the waters thereabouts; and fifth, any other effects of such obstruction, not specifically mentioned herein, which may be discovered during the investigations of the commission and deemed to be worthy of note for scientific or other reasons. The commission shall also make a thorough investigation of the currents and sub-currents of the ocean which would be influenced by the proposed obstruction of the Labrador current, or which now have, or after the creation of the obstruction would have relation to it; and especially probable effect upon the disintegration of the warm north-flowing Gulf Stream which now occurs by its meeting with the cold south-flowing Labrador current.

The commission shall also investigate and report upon all of the matters, mentioned herein, and upon all other matters, methods, causes, effect and phenomena which it may deem proper, or which it may discover in the course of its investigations and deem to be pertinent to or important to a scientific and accurate determination of the feasibility of obstructing the flow of the Labrador current and of the effects of obstructing such current.

Section 3. That the Secretary of the Navy shall assign such vessels, with their officers and crews, as may be desired by the commission and approved by the Secretary for the use of the commission, to enable it to perform the duties imposed by this act, without expense to the commission.

#### Conservation of the Gulf Stream.

The object of this measure, in a word, is the conservation of the heat of the Gulf Stream, heat which is today going to waste just as our forests and rivers and mines are going to waste because they are not efficiently managed. Let us see what we have to conserve. According to authorities whose conclusions have been published by the direction of the secretaries of the Navy (Maury, Pillsbury and Soley), the situation with regard to the ocean currents affected by the Calder bill is roughly as follows:

"The Gulf Stream is undoubtedly the greatest and mightiest of all terrestrial phenomena. There is a river in the ocean, its fountain in the Gulf of Mexico, its mouth in the Arctic ocean; a current more rapid, and conveying more heat than would a stream of molten iron the size and velocity of the Mississippi.

"Ninety billion cubic yards of water at more than 75 degrees Fahrenheit pass Cape Florida northward every hour (liberating more heat in

the Titanic were placed on end, one-third of her length would be under water; and the propellers would be higher out of water than the tops of the highest buildings in New York are above the streets. Over an area of about 10,000 square miles, it is much more shallow, from which, although 200 miles from land, and apparently in mid-ocean, it will be seen the depth is not very great.

The ice-cold Labrador current now past Newfoundland, headed south, sweeps westwardly around Cape Race and over the Grand Bank with considerable velocity in a shallow, south-westerly stream, about 250 miles wide and about 200 feet deep, that occupies the whole depth and meets much of the waters of the warm Gulf Stream, running rapidly in an opposite direction, also occupying nearly if not the whole depth.

As a result of this meeting and the shoalness of the water in which it occurs, a part of the Labrador current is projected in a northwesterly direction by the collision, while the Gulf Stream is forced more or less to the south, depending largely upon their relative velocities.

A large part of the cold water of the current here mixes with the warm water of the stream, greatly reducing its temperature, and a part here at times goes under the stream into the deep water of the Atlantic to the south after producing uprisings and cross currents, and continually mixing with the stream from beneath.

#### Gulf Stream Unconserved.

Much of the heat of which the Gulf Stream has been thus deprived half way on its journey would probably be retained. As it is, it produces almost continuous fogs at the meeting place of the two currents, and largely along the entire coast southward; also it brings the bergs far south into the lines of transatlantic steamers, instead of being melted by the warm water of the Gulf Stream near where they originate.

Assuming the speed of the ice-cold Labrador current at one mile per hour, which is less than its average over the site of the proposed jetty, 200 miles along, averaging say, 250 feet deep, the course for 25 miles crossing the deeper Cape Race Channel—we have a flow of about 50,000-000,000 cubic yards per hour, or more than one-half that of the Gulf Stream passing between Bermuda and Cape Florida, which chills the eastern coast of the United States and Canada, producing our late springs and frequent fogs.

It would require the burning of more than 1,000,000 tons of coal per minute to heat this mass of ice water from 35 to 55 degrees.

This ice-laden current of brine, with an average temperature below 32 degrees, often enters and chills the Gulf of Mexico itself.

When it is remembered that the northern mongrel branch of the Gulf Stream now reaches as far north as Greenland, with a temperature of 53 degrees, it seems probable that if only one-fourth of its initial heat, when so protected, reached the frigid zone, it would melt every vestige of ice upon the Northern Hemisphere during the summers and render Siberia and British North America more valuable agricultural regions at all seasons, and greatly reduce the winter temperature of the temperate zone here and in Europe.

## WHEN T WHARF WAS A REAL T

In a curious little pamphlet of 23 pages, published apparently about 1841, the acts of incorporation, its amendments and also the rules of the Proprietors of Boston Pier or Long Wharf are given in detail.

There is also contained in the pamphlet the agreement of the proprietors with the owners of T wharf by which a free passage was to exist to and from the dock west of the neck of T wharf.

Many at this time wonder why T wharf was so named, as its present form does not justify the title and it was not the scene of the famous Boston Tea Party.

Originally Long wharf extended up into the city as far as Broad street and out into the harbor to its present limit, so that it was really a very long wharf. About where Atlantic avenue now forms the head of the wharf, was formerly the old "barracado," or sort of breakwater, which ran from the North End well south of Long wharf and thus inclosed a good-sized basin, in which vessels were careened on the flats so that the barnacles and sea growth could be removed from their underbody.

On the side of Long wharf and at a short distance from it was a passage in the "barracado," for vessels to pass in and out of. The original idea of the "barracado" was to use it to mount guns in case the shipping within the basin should be threatened.

The long wall was a general nuisance to shipping and was gradually allowed to go to pieces; but two sections of it, one on either side of Long wharf were retained and were known as island wharves.

A connection between Long wharf and the Island wharf to the north of it was built. The connection thus became the stem of the T and the island formed the crosspiece of the letter, so that the wharf took its name from that shape. When Atlantic avenue was built about 40 years ago T wharf lost that shape from which it derived its name.

Long wharf was one of the most important in Boston, as its head was at the foot of State street, then a very important street because of its going direct to deep water. As early as 1768 the wharf was used for the landing of British soldiers and was much used by them during the British occupancy.

In 1715, the Long Wharf was divided into 24 shares by the proprietors, who agreed to maintain it in good condition, but in 1772 it was in pretty bad shape and a stone head to the wharf was built, and the proprietors were incorporated June 22 of that year, so that they could better handle the method of paying for the improvements on the property.

June 24, 1806, the proprietors of Long wharf received permission from the legislature to purchase Island wharf and the flats there, for the purpose of improving the passage. June 5, 1824, the proprietors received permission to acquire other land and rights for the improvement of Long wharf. In 1826 the proprietors received permission to increase the number of the shares in the property to 200.

The remainder of the pamphlet is taken up with copies of votes of the corporation and with its rules and regulations. According to these rules the wharfinger was to exact a fine of \$3 for most every sort of violation of the rules of the corporation by shipmasters or others.

Half wharfage was to be charged when two vessels lay one outside the other at the wharf and the inside craft was responsible for the sum. No vessel or boat with fresh fish was allowed in the dock or to land such freight on the wharf, and no building on the wharf could be used for storing or packing fresh fish after April 15, 1840.

Premiums of \$150 were offered to persons building brick stores of 20 feet frontage on the lower section of the wharf. This offer was made March 23, 1808, and in the same month in 1840, the offer was extended to persons who might build brick stores of larger frontage than mentioned in the first offer.—Boston Globe.

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Mar. 17.

Haddock, \$1.50 to \$3.60 per cwt.; large cod, \$3.50 to \$4.50 per cwt.; market cod, \$2 to \$3; hake, \$3.75 to \$5.50 per cwt.; pollock, \$4 to 4.75 per cwt.; cusk, \$1.35 to \$2; halibut, 13 cts for white and 15 cts. for gray.

## TODAY'S FISH MARKET.

## Salt Fish.

Handline Georges codfish, large, \$5.25 per cwt.; medium, \$4.75; snappers, \$3.25.

Eastern deck handline codfish, large, \$5.25; medium, \$4.50.

Eastern halibut codfish, large, \$4.50; mediums, \$3.75; snappers, \$3.

Georges halibut codfish, large, \$4.50; mediums, \$4.

Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.

Pollock, \$1.50.

Hake, \$1.50.

Haddock, \$1.50.

## Fresh Fish.

Splitting prices:

Haddock, \$1.10 per cwt.

Eastern cod, large, \$2.10; medium, \$1.75; snappers, 75c.

Western cod, large, \$2.15; mediums, \$1.80; snappers, 75c.

Peak cod, large, \$2; medium, \$1.75; snappers, 70c.

All codfish not gilled, 10c per 100 pounds less than the above.

Hake, \$1.15.

Cusk, large, \$1.30; mediums, \$1; snappers, 50c.

Dressed pollock, 80c.; round, 90c.

Bank halibut, 12c per lb. for white and 9c for gray.

Mar. 17.

## Little Craft Did Well.

Fish are quite plenty. Some 300 barrels were landed at Hyannis last week.

Several new arrivals at Hyannis are the gasoline steamer Sam and Priscilla, Torpedo, Delphine, new, Provincetown; also gas sloop Magnolia, Captain John Silva. The Magnolia, left Provincetown on Sunday morning, March 2, and when off Handkerchief at 4 p. m., struck the blizzard, snow squalls and the wind 60 miles per hour and a fearful sea. Hatches were fastened down and everything secured. Under sail and steam the little 15-ton skipper in six hours' run arrived safely in Hyannis harbor.

## The Ice Report.

(As telegraphed by the superintendent of the signal service, Quebec, to the Halifax, N. S., board of trade, March 12.)

Fame Point—Light open ice everywhere.

Anticosti, West Point and Cape Ray—Heavy close packed ice everywhere.

Flat Point—Heavy close packed distant.

Cape Race—No ice.

## Halibut at Portland.

Sch. Arabia landed a small fare of fresh halibut at Portland, Friday. The craft was absent three weeks down on Brown's Bank and had 5000 weight of fresh halibut and about 20,000 pounds of salt cod. The former sold at 8 and 10 cents a pound, while the salt cod will be sold here. The skipper reports rough weather all the time out and left one of his anchors there.

## Lockport, N. S., Fishing Notes.

The weather today was not favorable for fishing, but the sch. "Ella M. Rudolph," the only vessel which ventured out, was well repaid for her attempt, landing a few hours later 12,000 lbs. of fine quality mixed fish. The price paid was \$4 per hundred weight, and the crew shared \$20 each.

## Halibut Sales.

The fare of sch. Thomas A. Cromwell sold to the American Halibut Company and the fares of schs. Thomas A. Cromwell and Rhodora to the New England Fish Co., all at 12 cents per pound for white and 9 cents for gray.

## FISH NOW LURE MEN TO WESTWARD

## Sch. Knickerbocker About Ready—Bay State Goes in April.

Some time next week or the latter part of this week, the auxiliary knock-about fishing schooner Knickerbocker will sail from Boston for Seattle, there to engage in halibut fishing. Next month a sister ship, the schooner Bay State, with Capt. Norman A. Ross of this port in command, will also undertake the 16,000-mile voyage around South America, and will be the fourth Boston owned fishing vessel to leave that port for the Pacific fisheries in little more than a year.

In November, 1911, the schooners Victor and Ethan and the Athena started on the same journey and are now said to be earning handsome profits for their owners. These latter vessels were each about one hundred feet long and of slightly less than one hundred tons gross measurement. The former made the voyage in 128 days, while the other required about a month longer.

Like the Knickerbocker, they too, were equipped with engines which enabled them to go through the Straits of Magellan instead of sailing under canvas around Cape Horn. Captain Robert Lathage, who commanded the Victor and Ethan, will be in charge of the Knickerbocker, and he expects to make the voyage in eighty-five or ninety days.

The Knickerbocker is owned by the New England Fish Company of Boston, and, with the Bay State, her sister ship, was built especially for halibut fishing in the North Pacific. She is 126 feet over all, 102 feet waterline, 24½ feet beam and of 155 tons displacement. Thomas F. McManus, who originated the knockabout type of fishing vessel designed the craft, which was recently built at Essex, at a cost of about \$25,000.

## Has Powerful Engines.

She is equipped with two 100-horsepower engines, which, on a recent trial trip, enabled her to maintain speed of nine one-half knots an hour. These engines burn crude oil, and consequently may be operated at a cost about three-quarters less than gasoline engines at the present high price of gasoline.

As much as possible of the voyage will be made under sail, and the engines, if working satisfactorily, will be relied upon to take the vessel through the narrow straits which are too difficult for navigation under sail only.

When beset by calms or weather

which will prohibit carrying sail, power will be used, also. To enhance the schooner's sailing abilities she is equipped with a long yardarm for a square sail which will be rigged on the foremast. This will prove particularly helpful when the wind is abaft the beam.

## Carry Crew of 14 Men.

A crew of 14 will be carried. Capt. Lathage is a deep-water navigator with years of experience, and a man for whom long voyages have particular fascination. In these days of steam craft it is difficult to obtain satisfactory crews for sailing vessels bound on long voyages, but contrariwise the men who will go in the Knickerbocker came "a-running." Some were willing to sign on for almost nothing. They are all T wharf or Gloucester fishermen and anxious to go to the Pacific, which is now luring many New England and Nova Scotia fishermen from the Atlantic.

Since the departure of the Victor & Ethan and the Athena 18 months ago it is said that quite a number of fishermen have gone west. Within a few days it was announced that a former Gloucester fishing skipper who is now operating in the Pacific, was looking for about fifty reliable men to go to Seattle, and a few weeks ago a dozen fishermen left Yarmouth N. S., in a body for Vancouver. Others have forsaken the Atlantic at various times for the fresher opportunities offered by the Pacific.

## Wait For Canal To Open

Considerable New England capital is invested in the western ocean's fisheries, and more will be, for with the opening of the Panama Canal a number of fishing schooners are expected to be ready to pass through to return no more to the Atlantic. About 15 years ago the New England Fish Company sent the steamer New England around the Horn, and in 1906 the Manhattan, another steamer owned by the same company has had other vessels built on the Pacific coast and now has in operation about a dozen vessels.

Until recently halibut fishing in the Pacific was done almost exclusively by steamers, but now auxiliary schooners are finding favor both for seaworthiness and as profit makers. This has led the New England Fish Company to invest \$50,000 in the schooners Knickerbocker and Bay State, and as they do not build vessels of the type and strength on the Pacific coast, the vessels were constructed in New England. In '49 it was gold that lured men West, now it is fish.

Mar. 18.

## Big Two Days Catch.

With a catch of \$1,600 worth of fresh fish, taken in two days on Brown's Bank, off Shelburne, the schooner Loran B. Snow, Captain Ansel Snow, arrived at Digby, Friday night, and sold the trip of 80,000 pounds of fresh haddock, to Joseph E. Snow and E. M. Robertson, each taking half. This is a record for two days' fishing and by Monday the entire catch was cured into finnan haddies and on the way to upper Canadian markets. The Dominion Express Company rushed the shipment through to Quebec, Montreal, Toronto and Hamilton, the principal distributing centers. It was only a week ago that Capt. Snow landed over 80,000 pounds, but bad weather made the trip drag out two weeks.—Halifax Chronicle.

## Salt Cod Market at St. John's, N. F.

There is nothing doing in dry fish in the local market, even between merchant and merchant, says the St. John's Trade of February 22. Every exporter seems to have just enough to meet his requirements. There is less fish afloat in the harbor than ever known at this period; it will not amount to more than 4,000 qtls. at the outside. There is practically no fish in the outports to come to the city, and the whole stock held here at this writing will not exceed 150,000 qtls.—a very small quantity, comparatively speaking. Meantime, our principal markets keep firm at paying figures, though consumption is somewhat slower than usual.

Mar. 18.

## The Ice Report.

(As telegraphed by the superintendent of the signal service, Quebec, to the Halifax Board of Trade, March 14, 1913.)

Heath Point and Money Point—Heavy, close packed ice everywhere.

Magdalen Islands—Heavy, open everywhere.

Flat Point, Cape Race—No ice.

Cape Bay—Heavy, close packed ice everywhere.

## Alewives Are Early.

Alewives, about 40 barrels in all, were taken at Edgartown last Friday. The fish were shipped to Boston.

Mar. 18.

## Has Long Charter.

Steamer Guild Hall which completed the discharge of her cargo of salt here yesterday and sailed for Baltimore to load coal for Vera Cruz, has been chartered for two years it is understood to run between the West Indies and eastern American seaports.

## January on the South Shore.

The month of January, on the Nova Scotia south shore, compares somewhat unfavorably with the corresponding month last year in the quantity of fish, but the prices obtained have in most cases been larger, which tends to make results about even.

FULTON MARKET  
PRICES ARE LOW

The last week of the Lenten season opens Monday with indications that fish will be plentiful and prices low, says the Fishing Gazette of last week. With few exceptions prices have been falling during the past week, and with favorable weather conditions there is every reason to believe that nearly all varieties of fish will be offered at attractive prices.

There was plenty of fish to be had at low prices during the present week.

The trawler Heroine made her appearance at the market on Wednesday as usual, coming to Chesbro Brothers. She had a light catch of fish, in all, about 12,000 pounds, mostly haddock. The arrival was not sufficient to affect the price of bought fish from Boston, which was quoted at 5 1-2 to 6c on that day.

Large quantities of frozen squid are now on the market and in the freezers. They ought to bring at least 2 1-2c per pound, and yet they are being offered in some cases at \$1 per box. One retail dealer, who usually puts away large quantities of squid, in anticipation of a short season, has been taking his stock out of the freezer and sending it to the market to be sold. He says he will lose a couple of thousand dollars on his venture of last year.

Halibut was offered at a low price during the entire week. The opening price on Monday was 10c per pound for western whitefish, one cent cheaper than the closing price Saturday. The 10c price was still in force on Thursday. There was no eastern white halibut in the market.

There were two varieties of groundfish which money could not buy in the New York market up to Thursday of this week. One was pollock, which was quoted in the Boston market at a higher figure than steak cod, and the other was hake. On Saturday there was a little hake in the market, selling at 6 to 7c per pound, while a few boxes of pollock were quoted at 6c. The prices that Boston agents were asking for hake and pollock on Monday were so high that New York dealers decided they could not handle either variety to advantage.

Codfish has been fairly high in price this week, market fish up to Wednesday selling at 4 to 5c per pound. The closing price on Saturday last was 6c. Steak cod brought 8c to 9c from Saturday to Wednesday, when the price jumped from one cent per pound.

## Sch. Athena Had Halibut.

The schooner Athena, formerly a Boston vessel, arrived at Seattle January 27, having 40,000 lbs. fresh halibut, which sold at 9 cents and 50 cents per pound. The January halibut market was one of considerable fluctuation. Prices reached the highest figure ever paid, 3½c pound and 50 cents a box. Total receipts in January were 627,500 lbs. which sold from 8½ cents to 13½ cents lb. These were landed by one steamer and ten vessels. In January 1912, the receipts were 1,310,200 lbs. which sold from 7 cents to 9½ cents per pound. Arrivals comprised eight steamers and eight sailing vessels.

## Poco Rico Fish Market.

During the past week demand has continued lively and supplies a market are very light. Prices have remained stationary at from \$31 to \$32 for medium cod, and prospects are encouraging for next moderate arrivals. Pollock and haddock remain unchanged at about previous quotations of \$23 to \$24 per cask.

Reported March 4, 1913, by S. Ramirez & Company, San Juan, Porto Rico.

## Prices High At Liverpool, N. S.

Advices from Liverpool, N. S. of March 7, state that fish are scarce close in shore. Some vessels report very good sets some distance off. Weather fair the past week. Market prices are ruling high. Great preparations are being made in the lobster industry which season will shortly open.



Mar. 18

# ONE HADDOCKER IN HERE TODAY

The Blowy Weather Outside  
Hung Up Most of Gill  
Netters Yesterday.

The only arrival here today from off shore is sch. Lizzie M. Stanley, Capt. Joshua W. Stanley from a haddocking trip with 80,000 pounds of fresh fish.

Many of the shore fleet have shifted over to off shore fishing, greatly reducing the number of the former.

The gill netters had a poor day yesterday, a number of the steamers being unable to pick up their buoys on account of the heavy weather and blow outside. The shore fellows had been about evenly divided of haddock and cod, while the larger crafts which are fishing further off had more haddock than anything else.

## Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

- Sch. Lizzie M. Stanley, Brown's Bank, 85,000 lbs. fresh fish.
- Str. Lydia, gill netting, 1100 lbs. fresh fish.
- Str. Robert and Edwin, gill netting, 600 lbs. fresh fish.
- Str. Quoddy, gill netting, 800 lbs. fresh fish.
- Str. Dolphin, gill netting, 1000 lbs. fresh fish.
- Str. Joanna, gill netting, 3000 lbs. fresh fish.
- Str. Jeffery, 400 lbs. fresh fish.
- Str. Rough Rider, gill netting, 700 lbs. fresh fish.
- Str. Margaret D., gill netting, 2000 lbs. fresh fish.
- Str. F. S. Willard, gill netting, 2000 lbs. fresh fish.
- Str. Prince Olaf, gill netting, 500 lbs. fresh fish.
- Str. Nomad, gill netting, 1500 lbs. fresh fish.
- Str. Enterprise, gill netting, 600 lbs. fresh fish.
- Sch. Little Fannie, gill netting, 1300 lbs. fresh fish.
- Str. Hope, gill netting, 900 lbs. fresh fish.
- Str. Evelyn H., gill netting, 500 lbs. fresh fish.
- Str. Mary L., gill netting, 300 lbs. fresh fish.
- Str. Gertrude T., gill netting, 2500 lbs. fresh fish.
- Str. Geisha, gill netting, 1000 lbs. fresh fish.
- Str. Mystery, gill netting, 1000 lbs. fresh fish.
- Str. Medomak, gill netting, 1100 lbs. fresh fish.
- Str. Mary F. Ruth, gill netting, 650 lbs. fresh fish.

## Vessels Sailed.

- Sch. Manomet, haddocking.
- Sch. Flavilla, haddocking.
- Sch. Yankee, haddocking.
- Sch. Rita A. Viator, haddocking.
- Sch. Clara G. Silva, haddocking.
- Sch. Edith Silveria, haddocking.
- Str. Seven Brothers, Newport.

## TODAY'S FISH MARKET.

### Salt Fish.

- Handline Georges codfish, large, \$5.25 per cwt.; medium, \$4.75; snappers, \$3.25.
- Eastern deck handline codfish, large, \$5.25; medium, \$4.50.
- Eastern halibut codfish, large, \$4.75; mediums, \$4.25.
- Georges halibut codfish, large, \$4.50; mediums, \$4.
- Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.
- Pollock, \$1.50.
- Hake, \$1.50.
- Haddock, \$1.50.

### Fresh Fish.

- Splitting prices:
- Haddock, \$1.10 per cwt.
- Eastern cod, large, \$2.10; medium, \$1.75; snappers, 75c.
- Western cod, large, \$2.15; mediums, \$1.80; snappers, 75c.
- Peak cod, large, \$2; medium, \$1.75; snappers, 70c.
- All codfish not gilled, 10c per 100 pounds less than the above.
- Hake, \$1.15.
- Cusk, large, \$1.30; mediums, \$1; snappers, 50c.
- Dressed pollock, 80c.; round, 90c.

Bank halibut, 12c per lb. for white and 9c for gray.

# NEWS FOR THE LAKE FISHERS

In the house of the Minnesota legislature Wednesday last, L. C. Spooner made an attack on the fish and game commission declaring that they had aided in mulcting the state for years of its rough fish, that the law permitting seining was passed at the behest of eastern people and that the commission should be wiped out.

The attack came after a repetition by Aaron Margulis, St. Paul fisherman, of his story that Mayor Keller and the commission "beat him out of" his contract for fishing in Lake Shetek by turning the job over to William Summers of Hastings without advertising for bids. Margulis declared that what the fish commission calls "rough fish" provided eastern epicures with fancy dishes last year. He took 23 carloads of fish out of Lake Shetek and made nearly \$30,000 on them after paying a good contract price to the state. Margulis asserted that eastern fish companies spend huge sums for purchases from Minnesota fishermen, one concern paying out \$150,000 a year, from which the state gets little revenue as the result of lax methods. The controversy out of which the attack grew has been in progress for several months, and has at last found its way into the halls of the legislature.

Deputy Game Warden J. H. Jones states that the persons who are seining Pelican lake for Buffalo fish have thus far secured 17 carloads. The carloads average 27,000 pounds each which means that there has been a total of about 450,000 pounds of fish taken from the lake the past two months.

This week shows brisk handling of all varieties at fair to good prices and orders booked well ahead notwithstanding the early approach of spring fishing. Lake Erie stock, or what is left of the small sized blue pike, frozen perch and different qualities of last spring and summer caught herring, herring seems to be a trifling feature on the market except the latter variety for smokers though no great bulk is used even for this purpose, besides owing to the failure of the herring fishing last fall, the present prices are too high for those engaged in smoking to make their ordinary and moderate profit out of the industry. While the season opens according to the law of the state of Ohio on March 15, it is questionable if any nets will be set out of any port on the south shore of Lake Erie on that date, nor is it known how soon after, or when, the fishermen's union will reach a mutually satisfactory agreement with the producers and boat owners regarding the terms and duties of employment during the season. To all appearances both sides were earnest in endeavoring to get together here this week but, it is learned at this writing that there is no likelihood of the disputed points being conceded, nor does there seem any half way debatable ground upon which to satisfactorily agree.

The nets of the tug Burns, Capt. Clark Jones, are being placed on the reels ready for boxing and if nothing intervenes twine will be set in the lake on Saturday.

The dean of lake fish dealers, Mr. Schacht, president of Keystone Fish Co., Erie, Pa., attended the meeting of the Lake Erie Fish Producers' Association held here this week. Three score years and 20 is carried lightly, while his counsel in questions affecting the industry in any way is zealously regarded by his co-workers.

It is learned from reports among the best authorities that the new wooden tug Caldera announced as fitting out for The Ranney Bros. will land her catches at the city dock fitted up and equipped for Fred Wheeler.

The Cleveland Fish Co. will move into their large new quarters at Columbus street bridge, next week.—Fishing Gazette.

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## Taking Command of a Fine Craft.

Capt. David Keating, one of the popular skippers of the fleet, is now taking command of the fine gasoline sch. Benjamin A. Smith, one of the crafts engaged in the fisheries on the Atlantic coast and will engage in haddocking. Later, if things work right, Capt. Keating is planning to go to the Cape Shore on a mackerel seining trip and after that try the single dory style of fishing which proved such a success last season.

# MADE MONEY BY HOLDING OVER

Captain Clayton Morrissey  
Would Not Let His Big  
Fare Go Yesterday.

There was a decided contrast in the arrivals at T wharf this morning over yesterday's big gris, a steam trawler and one off shore sailing craft being the only fares to arrive during the night.

On account of yesterday's big glut, a large amount of the haddock receipts went to the smokers, while some of the trips had not completed taking out their fish this morning. Haddock sold as low as \$1.30 a hundred yesterday, the lowest of the season.

Sch. Arethusia, Capt. Clayton Morrissey, would not take out at all yesterday and laid over until this morning thereby gaining advantage of the rise in the market.

This morning's fares were the steam trawler Spray with 35,000 pounds of fresh fish and 12,000 pounds of sole and sch. Margaret Dillon, 42,000 pounds. Yesterday afternoon, schs. Helen B. Thomas and Olivia Sears arrived with small fares.

Wholesalers paid \$2.25 to \$4 a hundred for haddock, \$6 for large cod, \$4 for market cod, \$4 to \$7 for hake and \$5.50 to \$6 for pollock.

## Boston Arrivals.

- The fares and prices in detail are:
- Sch. Olivia Sears, 9000 cod.
- Sch. Margaret Dillon, 30,000 haddock, 12,000 cod, 100 halibut.
- Sch. Helen B. Thomas, 7500 haddock, 1000 cod, 600 hake, 500 pollock.
- Str. Spray, 28,000 haddock, 7500 cod, 12,000 lemon sole.
- Haddock, \$2.25 to \$4 per cwt.; large cod, \$6; market cod, \$4; hake, \$4 to \$7; pollock, \$5.50 to \$6.

## Lockeport Fishing Notes.

Fish seem to be very scarce along this shore at present and only small catches are being made by the schooners operating from this port. But although the quantity caught is small, keen competition in buying has advanced the price from two cents per pound for haddock, one and one-half cents for cod and one cent for shack, to three and one-half cents, two and one-half cents and two cents, respectively. So the crews still make very good shares. Thursday's fishing was as follows: Schooners Nellie Viola, 9,500 lbs., Julie Opp, 3800 lbs., Lulu S. 3000 lbs., R. L. McKenzie, 2000 lbs., Alcyone, 2000 lbs. and Lydia May, Liverpool, 10,000 lbs. Monday 10th inst. the catches were schooners Lulu S., 3800 lbs., Julie Opp, 4500 lbs., Lizzie A., 6500 lbs., R. L. McKenzie, 2500. The crew of sch Nellie Viola shared \$18 per man, after paying all expenses, on Thursday's trip.

Mar. 18.

## Salt Cod Sales.

The salt cod fare of sch. Thomas A. Cromwell sold to Frank E. Smith & Company at \$4.75 a hundred for large and \$4.25 for mediums.

The salt cod fare of sch. Harmony was purchased by the Gorton-Pew Fisheries Company at the same figure.

## On the Railways.

Sch. Corsair is on Rocky Neck railways.

Sch. Ellen C. Burke is on Burnham Brothers' railways.

## Pretty Good Now.

In the early days of Boston codfish was legal tender in payment for goods or debts.

## Herring Scarce.

There is a scarcity of herring in all parts of the Bay of Islands, N. F., at present.

Mar. 19.

## Had Her Trial Trip.

The new sch. Knickerbocker, recently completed for the New England Fish Company, went out on her trial trip Monday. A number of invited guests were on board when she moved out from Long wharf, Boston, shortly after 11 a. m. She went out to the lightship. She will leave in a few days for Seattle by way of the Straits of Magellan. Capt. Robert Lathage, the commander of the vessel, expects to make the run of 16,000 miles in 100 days.

Mar. 19.

# MARTIE WALSH BROKE RECORD

Largest Stock Ever Made by  
Sailing Vessel On Haddock Trip—\$3550.15.

What is believed to be the largest check ever handed over the T wharf exchange for a single haddocking trip was taken down by Capt. Martin L. Welch of sch. Lucania, as a result of the dandy codfish fare which the craft landed at the dock Monday.

To be exact, Capt. Welch's stock was \$3550.15, from which the crew shared \$86 clear to a man.

Capt. Welch's new record is naturally the talk of the fleet of haddockers. The Lucania will make one more trip and the Skipper Welch will haul her out for south seining.

## THE BELL AT LLOYDS.

Is Rung When Ship Reported Lost Returns to Port.

The bell at Lloyd's which is rung when a ship long overdue and reported lost unexpectedly reaches port is one of the sensation bells of the world. It was only a few days ago that its clanging announced the safe return of the Snowdon Range, a 3000-ton steamship, which recently arrived in a battered condition at Queenstown after being 52 days out from Philadelphia and long reported lost. Her loss would have cost Lloyd's something like £100,000 and it is little wonder, therefore, that the underwriters cheered when they heard the bell.

The bell now used at Lloyd's is of naval origin. It belonged to the Lutine, which was wrecked near the Zuyder Zee in October, 1799, while taking specie from English merchants to Hamburg.

There is a room at Lloyd's known as the Chamber of Horrors, and here are posted telegrams received reporting casualties. Unimportant accidents are not entered in the loss book, but the most serious are not only entered there but are cried aloud by an official who stands in gorgeous uniform beneath the sounding-board. When, after a week's disappearance, it is feared a vessel has gone down the owners make an application to the committee at Lloyd's to have the ship posted. This is done by affixing a notice in the Chamber of Horrors, which says that the authorities would be glad of information concerning the boat.

A week elapses, and then a second notice is put up, saying that the boat has not since been heard of. When you read that a ship has been "posted" as missing you may know this ship is upon the notice board, and on that day the insurance money is payable, and all who were upon her are legally considered dead. When a ship is posted the old Lutine bell is tolled once. In the very unusual event of a vessel arriving in port after being posted the bell is struck twice, and the caller makes his announcement from the rostrum amid a breathless silence.—Tit-Bits.

## The Gulf Stream.

How close the Gulf Stream comes to the coast of Florida is shown in the following information from the Hydrographic Office: The average position of the axis of the stream 46 (sea) miles from Key West, 16 miles from Alligator Reef, 10 miles from Fowey Rocks, 25 miles from Jupiter Inlet, 33 miles from Cape Canaveral, and 34 miles from the mouth of the St. John's river. The nearer border of the stream lies 15 miles southward of Key West and thence gradually approaches the coast of Florida until it touches it at Alligator Reef and remains very close in as far north as the vicinity of Jupiter Inlet. South of the mouth of the St. Johns river the currents close along the coast are greatly influenced by the wind and sometimes there is a current counter to that of the Stream, setting close to the Florida reefs. Observation has indicated that there is an alternate expansion and contraction in the width of the Gulf Stream corresponding to the changes in the declination of the moon.—Marine Journal.